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SOURCE Soviet newspapers as indicated.

1,700 KILOMETERS OF RAIL RESTORED
IN LATVIAN SSR

LATVIAN SSR RAIL IMPROVEMENTS -- Gudok, No 50, 27 Apr 49

The restoration of 1,700 kilometers of railroad track, 56 stations, and 15 depots has been completed in the Latvian SSR. The prewar level of average daily freight hauled and of freight car turnover has been exceeded. Last year, "Pyatiletka -- v 4 goda" (Five-Year Plan in Four Years) railroad colonies were created. Today, 140 locomotive brigades are organized under these colonies in all depots. These colonies have saved 3,550 tons of fuel and have delivered to the State 238,000 rubles saved in repair and in use of materials.

ELECTRIC TRAINS ON KIEV SUBURBAN LINES -- Krasnyy Flot, No 13, 16 Jan 49

Electric trains will soon be introduced on Kiev suburban railroads. Electrification will begin on the Kiev-Motovilovka and Kiev-Darnits sections. Six-car electric trains will run every 5 minutes. The Perovo Plant has already produced ten such trains, each of which will carry 900 passengers. The maximum speed of an electric train is 80 kilometers per hour. Twenty-nine of these trains will operate in 1950.

The electrification plan for the suburban transportation system provides for an increase in the number of trains to a total of 90 pairs of trains in 24 hours. The first electric trains on the Kiev-Bojarka section will start to operate at the end of this year.

CHARDZHOU-KUNGRAD RAILROAD CONSTRUCTION -- Pravda Vostoka, No 84, 29 Apr 49

Construction workers on the Chardzhou-Kungrad railroad line completed the 6-month plan in 4 months. The first-quarter plan was fulfilled 175 percent. Construction costs have been lowered 4.5 percent.

The railroad track has been laid to within 30 kilometers from the village of Kabekla. The railroad runs 90 kilometers through the Kara Kum desert.

- 1 -

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BOLOGOYE DEPOT SPEEDS LOCOMOTIVE REPAIR -- Gudok, No 57, 13 May 49

Washing repair of locomotives in the Bologoye Depot has been speeded up and now requires no more than 15 hours, instead of the 50 - 60 hours necessary a year ago.

The depot has also installed a new machine for pressing valve sleeves (zolotnikovaya vtulka) which enables one man to do in 30 minutes what used to take eight men 4 hours to do.

LOCOMOTIVE OVERHAULING SPEEDED -- Trud, No 101, 30 Apr 49

Workers of the Taganrog Depot have shortened the time necessary to overhaul a series E No. 44-88 locomotive from 120 hours to 48 hours.

VEPOL'YE DAILY PERFORMANCE GOOD -- Gudok, No 57, 13 May 49

Trains operating out of Vapol'ye have achieved an average daily distance traveled of 500 kilometers.

GOR'KIY RAILROAD DELAYS GRAIN SHIPMENTS -- Izvestiya, No 106, 7 May 49

Kotel'nich Station No 1 of the Gor'kiy Railroad System is one of the most important junctions in Kirov Oblast and handles thousands of tons of freight shipped along the Vyatka River. The station and the Vyatka River docks are of particular importance during the spring sowing season when a large volume of seed, fertilizer and other agricultural needs must be handled rapidly. The Ministry of Transportation has ordered a large volume of mechanization to be carried out at the station. Equipment for installation of two 100-ton-capacity railroad-car scales was sent to the station in 1947, but the scales have not yet been installed. The lack of scales at the station caused the fleet of the Vyatka River Steamship Line to be idle for 131,000 ton-days in 1948 while waiting for grain shipments, and four barges, each with 1,100 ton capacity, were idle for one month. Hundreds of working hours are being lost this year for the same reason.

FAR EASTERN RAILROAD IMPROVES OPERATION -- Tikhookeanskaya Lenta, No 77, 2 Apr 49

The Far Eastern Railroad System has recently improved its operation. Layover time of locomotives undergoing repair in the locomotive depots of the Chiluch'ye and In Stations has been cut in half. The number of heavily-loaded trains on the system has increased 60 percent over 1948. In only 20 days' time, the Chiluch'ye Station made up and sent out 105 heavily loaded trains. Cooperation between basic shops of the Khabarovsk Locomotive Depot resulted in completion of repairs on one locomotive 36 hours ahead of the established schedule.

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